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BASIC IMAGERY INTERPRETATION REPORT

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

RAMENSKOYE FLIGHT TEST CENTER

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STRATEGIC WEAPONS INDUSTRIAL FACILITIES
USSR
OCTOBER 1973

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RCA-09/0016/74

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INSTALLATION OR ACTIVITY NAME					COUNTRY
Ramenskoye Flight Test Center					UR
UTM COORDINATES	GEOGRAPHIC COORDINATES	CATEGORY	RE NO	COMIREX NO	NIETR NO
NA	55-34-21N 038-09-23E				

MAP REFERENCE

ACIC. USATC, Series 200, Sheet 0167-5, scale 1:200,000

LATEST IMAGERY USED	NEGATION DATE (If required)
	NA

NOTICE

1. This report updates the reports listed below which substantially satisfy the basic reporting requirements for this target. Activity since September 1971, the date of information for the latest referenced report, is included under "Basic Description."

NPIC. RCA-09/0026/72, Ramenskoye Flight Test Center, Dec 71 (TOP SECRET

NPIC. BCA-09/0006/71, Ramenskoye Flight Test Center, Aug 70 (TOP SECRET

NPIC. RCA-09/0048/69, Ramenskoye Flight Test Center, Aug 69 (TOP SECRET

2. New construction between September 1971 and September 1973 added 80,380 square feet of floorspace to the Ramenskoye Flight Test Center. One new aircraft and two modified aircraft were identified at the center during the same time period.

3. This report includes annotated photographs and a table of mensural and chronological data on the recent construction. Table 1 is keyed to four of the five illustrations.

BASIC DESCRIPTION

4. Construction activity has occurred in several areas of the Ramenskoye Flight Test Center since September 1971. The most extensive new construction was adjacent to the test and derelict area (Figure 1) and at the new southeast parking area (Figure 2). Construction continued in several other areas (Figures 3 and 4).

5. No significant construction was seen in the Tupolev, Sukhoy, Yakovlev, Ilyushin, and Mil areas; in the basic support and the support areas; and in the east parking area.

6. Construction completed since September 1971 has added 80,380 square feet of floorspace. Buildings still under construction on will add at least 211,520 square feet of additional floorspace when completed.

Test and Derelict Area

7. In July 1972 preliminary construction activity was observed immediately east and north of the test and derelict area. This activity consisted of extending the airfield fenceline in an easterly direction (Figure 1) and initial ground scraping in portions of the area.

8. By August 1972 a trench had been dug which started at the test and derelict area, extended around the end of the runway, and terminated in the southeast parking area. An L-shaped excavation (item 1) had also been dug in the north section of the test and derelict area.

9. By August/September 1973 the trench had been backfilled and a probable POL pumphouse (item 10, Figure 2) had been built at the terminal point in the southeast parking area. In the north

section of the test and derelict area a large rectangular area had been graded around the L-shaped excavation (item 1, Figure 1), and the excavation had been backfilled. A small building had been constructed over the backfilled area. An excavation and footings for a building (item 2) were also seen in the newly graded area. Another building in the early stage of construction (item 3) was east of the original fenceline.

10. By September 1973 a narrow strip of land which is in a direct line north of the trench in the test and derelict area had been graded (Figure 1). This strip is wider than a roadbed and extends from the test and derelict area in an easterly direction, ending within the new fenceline.

Southeast Parking Area

11. Construction in the new southeast parking area (Figure 2) was first observed in March 1972. By August 1973 a probable parking/maintenance apron (item 4) had been graded and was being prepared for concrete surfacing. The probable parking/maintenance apron will be approximately 1,600 feet by 268 feet. It could also serve as a short runway for vertical/short takeoff and landing (V/STOL) and helicopter operations.

12. Four flight support buildings (items 7, 8, 9, and 11), a flight support building under construction (item 6), the probable POL pumphouse (item 10), and 12 helicopter and/or V/STOL pads have been built at the apron. An excavation for a building was also adjacent to the apron (item 5). The southeast parking area was not yet in an operational status in September 1973.

Main Administration Area

13. Construction has continued on a large multistory engineering/administration building (item 12, Figure 3), first observed in May 1971. This building when completed will consist of two rectangular sections. One section (item 12a) will be nine stories high; the other section (item 12b) currently contains six stories, but it will probably be built to the level of the adjoining section. When complete

(Continued p. 6)

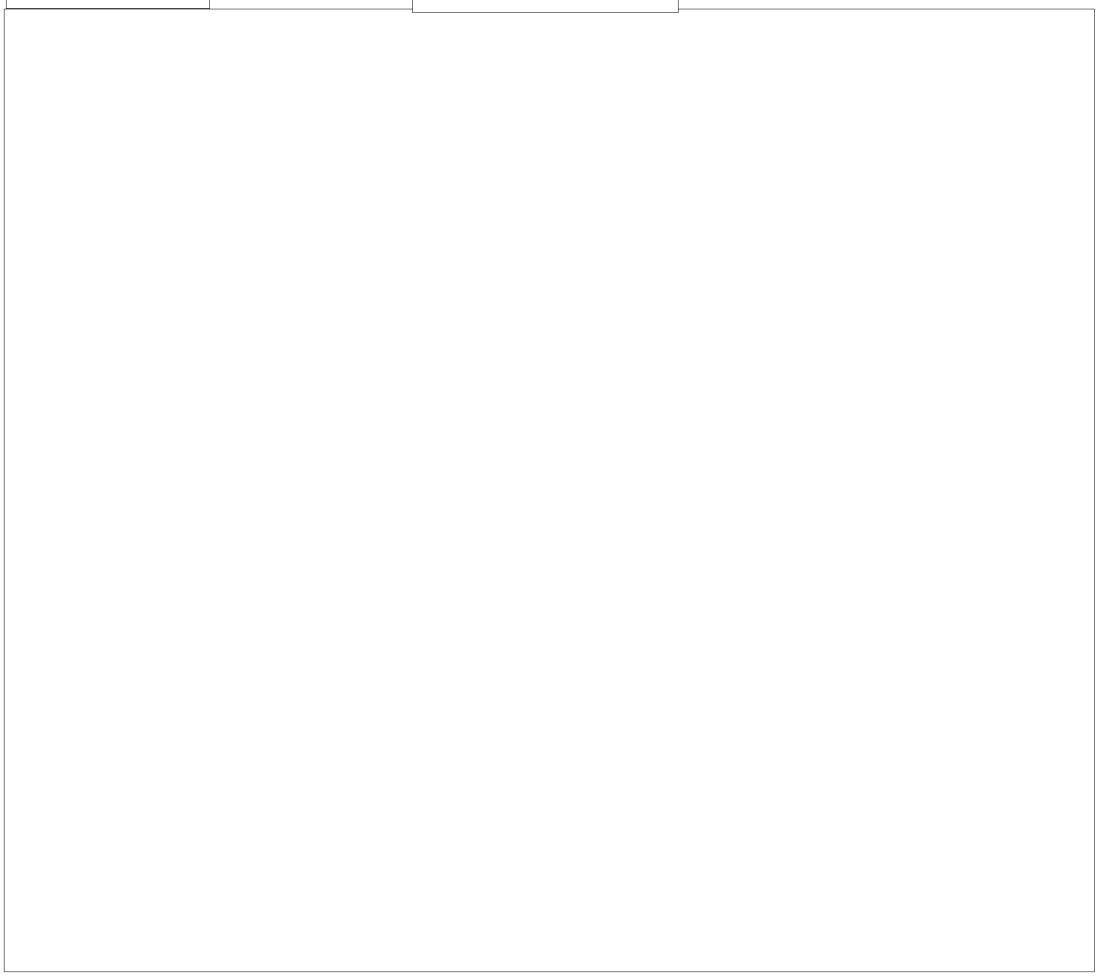

Table 1. New Construction at Ramenskoye Flight Test Center
(Items keyed to Figures 1 through 4)

Item	Description	Dimensions (ft) L	W	H	Floorspace (sq ft)	Date First Observed	Date Considered Complete	Comments
Figure 1								
1	Excavation					Aug 72	--	Originally L-shaped; backfilled Sep 73
2	Bldg ucon					Aug 73	--	
3	Bldg ucon					Aug 73	--	
Figure 2								
4	Prob parking/maint apron, ucon					Mar 72	--	Will provide at least 428,000 sq ft of service area
5	Excavation for bldg					Jul 73	--	
6	Flight support bldg ucon					Sep 72	--	Early stage of construction
7	Flight support bldg					Sep 72	Jul 73	
8	Flight support bldg					Sep 72	Jul 73	
9	Flight support bldg					Sep 72	Jul 73	
10	Prob POL pumphouse					Sep 72	Aug 73	
11	Flight support bldg					Sep 72	Jul 73	
Figure 3								
12	Engr/admin bldg ucon							
a	Section ucon					May 71	--	9 stories
b	Section ucon					May 71	--	Presently 6 stories, prob will be 9 stories
Figure 4								
13	South parking apron					Aug 70	Jul 72	Provides 324,200 sq ft of service area
14 & 15	Flight support bldgs (2)					Aug 70	Jul 72	
16	Flight support bldg					Aug 70	Jul 72	
17	Support/warehouse bldg ucon					Feb 72	--	
18	Assem & repair hangar					Aug 56	Aug 56	
a	Shop section					Feb 71	Aug 72	
b	Engr/admin section					Feb 71	Feb 72	Now 4 stories, originally 2 stories
c	Engr/admin section					Feb 71	Sep 72	Now 4 stories, originally 2 stories
19	Support bldg ucon					Jan 73	--	
20	Shop bldg					Aug 72	Dec 72	
21	Parking apron ucon					May 73	--	

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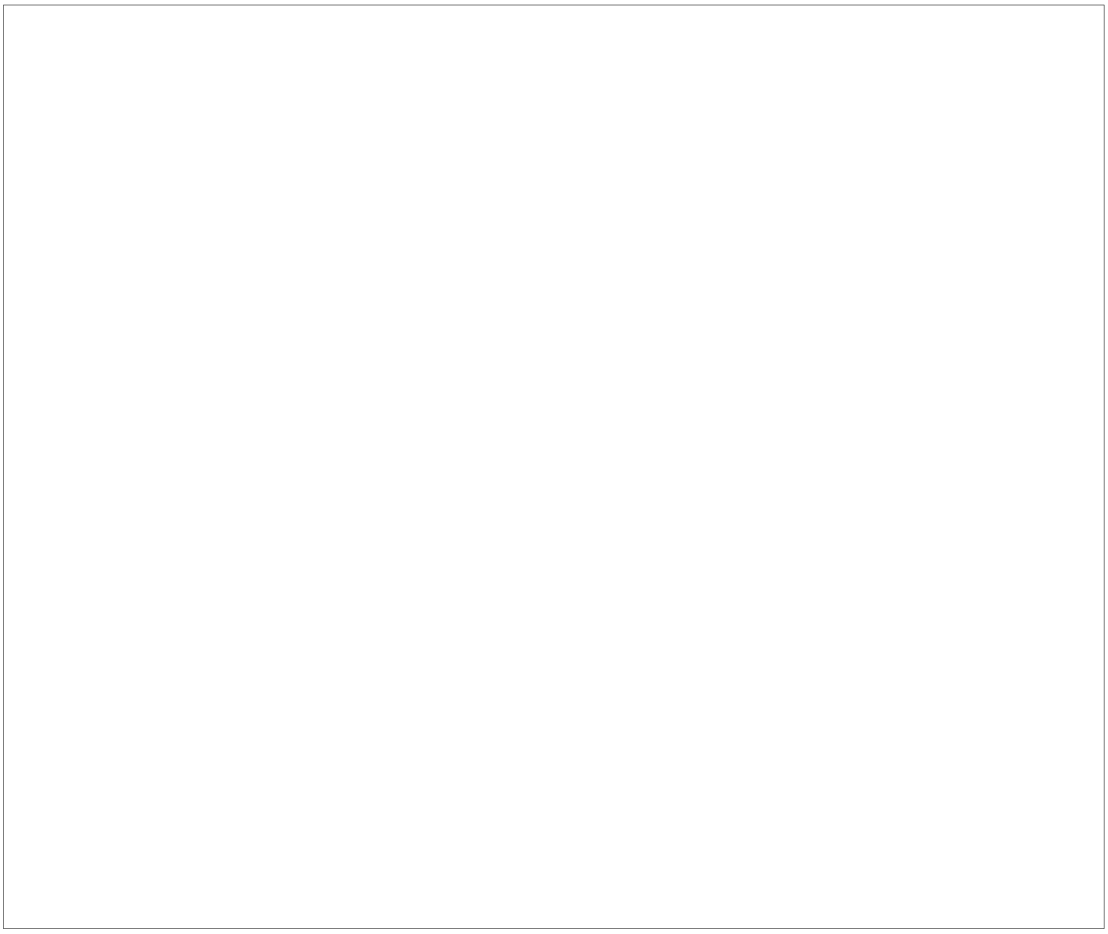

this building will add approximately 191,500 square feet of engineering/administration floorspace.

Crossover Parking Area

14. Although no new construction has been seen in the crossover area, its parking facilities now appear to be used exclusively by aircraft of Sukhoy design. Prior to the construction of the south parking area facilities (Figure 4), the crossover area was shared by Mikoyan and Sukhoy.

Transient Parking Area (Figure 4)

15. A small parking apron (item 21) was under construction in the northeast section of the transient parking area in May 1973. When seen most recently in September 1973, an area approximately 500 by 50 feet had been surfaced with concrete.

Myasishchev Area (Figure 4)

16. Construction of additions to an assembly and repair hangar (item 18) has been completed. The addition to the shop section (item 18a), which has been under construction since February 1971, was complete in August 1972. Two engineering/administration sections (items 18b and c) which originally had been two stories high are now four stories high. One section (item 18b) was complete in February 1972, and the other (item 18c) was complete in September 1972. This construction added 50,800 square feet of floorspace to the assembly and repair hangar.

17. A shop building (item 20) first seen under construction in August 1972 was complete by December 1972.

18. A rectangular support/warehouse building (item 17) which was first seen in an early stage of construction in February 1972 is now in the late stages of construction. A small warehouse immediately adjacent to this building was razed in July 1973. A second rectangular support building (item 19) was observed under construction in January 1973 and was still in the early stages of

construction in August 1973.

South Parking Area (Figure 4)

19. The large parking apron in the south parking area (item 13) which had been under construction since August 1970 was complete by July 1972. The concrete-surfaced apron has three flight support buildings (items 14, 15, and 16) and covers an area of approximately 324,200 square feet. A new road has been constructed which provides easy access from a flight operations building to the parking area. The south parking area and its facilities are used exclusively for aircraft of Mikoyan design.

Aircraft

20. One new and two modified aircraft were identified at Ramenskoye Flight Test Center between September 1971 and September 1973. RAM H, a large delta-wing aircraft, was identified in the Myasishchev area on [redacted] This aircraft has been observed periodically since that time. However, the aircraft has been seen only on [redacted] which has precluded detailed analysis. 25X1 25X1

21. A modified CHARGER SST was observed in the east parking area on [redacted] Major changes included a stretched fuselage, enlarged and reshaped wing, and modification of the engine nacelles. A similar CHARGER had been identified at Voronezh Airframe Plant 64 [redacted] on [redacted] These aircraft were subsequently identified as the production model of the SST, the CHARGER B. 25X1 25X1 25X1

22. Modifications to the BACKFIRE A, a VGW bomber, were also seen. Although various modifications have been made to the aircraft, the Air Standardization Coordinating Committee has assigned the designator BACKFIRE B to one of the variants believed to be the production model. THE BACKFIRE B differs from the original prototype in that the wings have been lengthened, the landing gear pods removed, and the skin faired differently around the cockpit and wingtips.

23. A flight-deck test structure (Figure 5) was identified near the southeast end of the main runway in early 1972. The structure, [redacted] was complete by August 1971. The test structure is used by V/STOL aircraft to simulate takeoffs and landings from ships. FREEHAND and RAM G V/STOLs have been observed on this structure. The design of both these aircraft has been attributed to the Yakovlev design bureau. 25X1

Other Activities

24. A Sieman star was observed at the flight center near the junction of the crossover area and the two runways in July 1972. Similar stars have been seen at other major Soviet installations. The stars are generally a series of alternate light and dark sectors of reflective material, used as resolution targets to conduct studies on installations by high-resolution reconnaissance photographic systems.

25. The appearance of the Sieman star at the flight center coincides with the time period when several new Soviet aircraft (RAM E, F, G, and H) were undergoing flight test programs.

26. The Sieman star has been observed several times since August 1972; however, on occasion it has been removed or partially removed. It was not present in September 1973, the date of the latest available photography. The diameter of the star was [redacted] it has been calculated that a star of this size would have an optimum system resolution (OSR) of [redacted] 25X1 25X1

27. Three new Sieman stars were observed near the area of construction at the new southeast parking apron in May 1973. They apparently are involved with reconnaissance studies using higher-resolution systems. The diameters of the stars were [redacted] The OSRs were calculated to be [redacted] Only sections of one of the three stars were present in August 1973. 25X1 25X1

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REFERENCES

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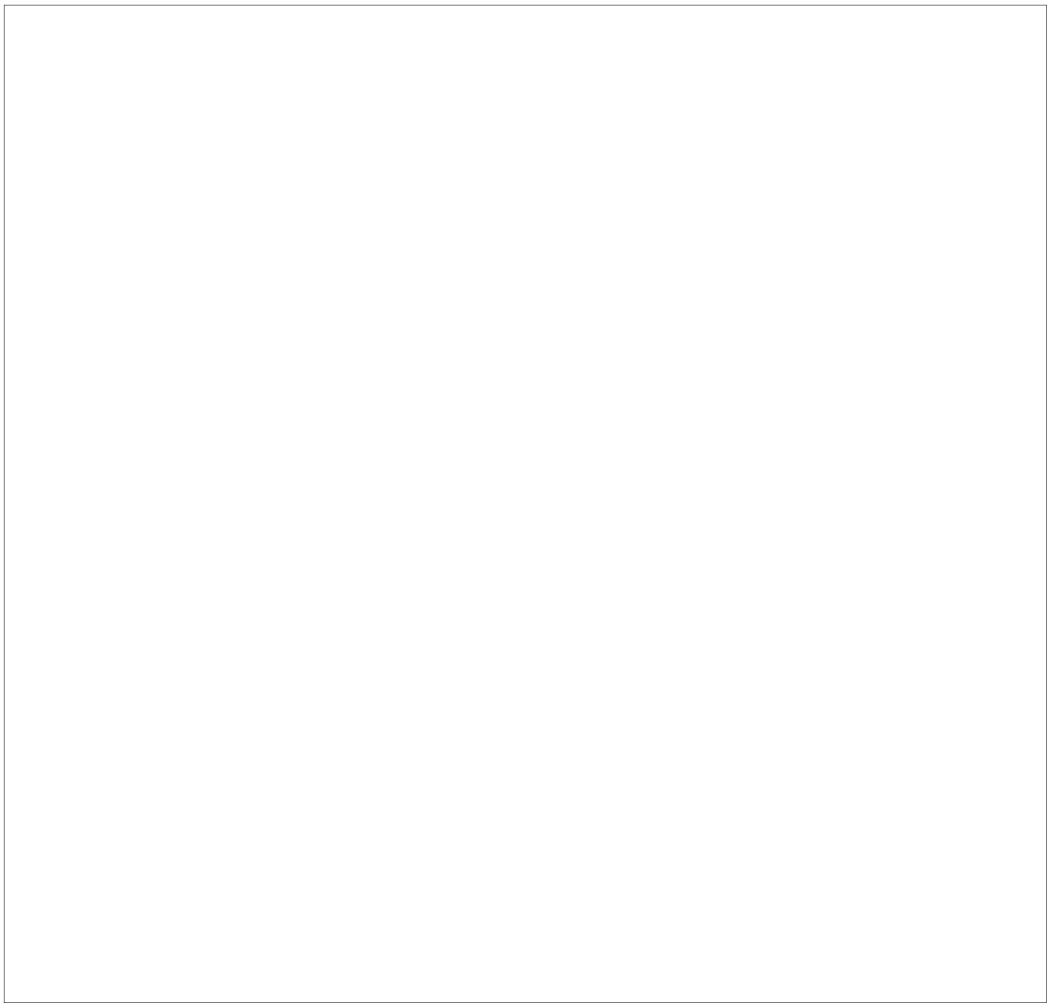

MAPS OR CHARTS

ACIC. US Air Target Chart, Series 200, Sheet 0167-5, scale 1:200,000

DOCUMENT

1. NPIC, PIN-089/73, *New Resolution Target and Deception Activity, Biysk Solid Motor Production Plant USSR*, Aug 73 (TOP SECRET

REQUIREMENT

COMIREX J02
Project 224333

Comments and queries regarding this report are welcome. They may be directed to Scientific Division, Imagery Exploitation Group, NPIC, code 143,

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